

This horizontal strip consists of five separate panels, each featuring stylized black figures against a white background. The figures appear to be in various poses, some with arms raised or hands held out. The panels are separated by thin vertical lines. The overall style is minimalist and abstract.

No. 5868 號八十六百八千五節

光緒丙子年七月念七日

HONGKONG, THURSDAY, SEPTEMBER 14TH, 1876.

四年禮

英九月四號

卷之三

[PRICE \$2½ PER MONTH.]

Arrivals.

September 14, PAU TAH, Chinese str., 870,
Patterson, from Canton; General.—C.
M. S. N. Co.

September 13, TANNAIS, French str.; 726.
Reynier, Yokohama 6th Sept., General,
—MESSAGERIES MARITIMES.

September 13, FU-YEW, Chinese str., 970, A.
Croard, Shanghai 10th Sept., General.—
C. M. S. N. Co.

To be Let.

Notices of Firms

Auctions

Intimations.

Intimations.

Intimations.

Arrivals.		To be Let.	Notices of Firms.	Auctions.	Intimations.	Intimations.
September 14. PAT TAH, Chinese str., 870, Pattons from Canton; General C. M. S. N. Co.	C.	TO LET. NO. 9 SEYMORE TERRACE. Nos. 3 and 6, PEDDAR'S HILL.	NOTICE. I HAVE THIS DAY established myself at the Port of MANILA as SHIP and GENERAL BROKER.	PUBLIC AUCTION. THE Undersigned will Sell by Public Auction,	FOR SALE BY ANDREW MILLAR AND CO., PLUMBERS, &c., &c.	NOTICE. IN THE GOODS OF PETER PETERSON, DECEASED.
September 15. TANALIS, French str., 726, Reynier, Yokohama 6th Sept., General, MESSAGERS MARITIMES.	C.	Apply to DAVID SASSOON, SONS & CO., 1,513 Hongkong, 14th September, 1876.	SAMUEL J. MORRIS, 1896 Manila, 1st August, 1876.	THIS DAY, the 14th September, 1876, at Noon, at his Sale Room, Queen's Road.—	A VERY POWERFUL DOUBLE ACTION TANK FIRE ENGINE, By Messrs. HORNEMAN & CO., of Boston, for 80 men to pump 150 Gallons per minute 130 feet high.	THE EASTERN EXPANSION, AUSTRA-LASIA, AND CHINA TELEGRAPH COMPANY, LIMITED.
September 15. FU-YEW, Chinese str., 970, A. Croad, Shanghai 10th Sept., General, C. M. S. N. Co.	C.	With Immediate Possession, THE LOWER STOREY of FAIRLEA, West Point, with separate entrance, Garden, Stable, &c. Rent, \$30.	NOTICE. THE Undersigned have established themselves as MERCHANTS and GENERAL COMMISSION AGENTS at this Port. (CHOP HOE CHONG.)	Complete, with 30 feet of Section and 100 feet of Canvas Delivery Hose.	TANK FIRE ENGINE, By Messrs. HORNEMAN & CO., of Boston, for 80 men to pump 150 Gallons per minute 130 feet high.	IMPORTANT NOTICE.
Clearances.		SHARPE, TULLER, and JOHNSON, Solicitors, 532 Hongkong, 19th June, 1876.	LLOYD AND KHO TIONG POH & CO., C. HENRY LLOYD with SIGN. LLOYD and KHO TIONG POH & CO.	OPPOSITE H.M. NAVAL YARD, HONGKONG.	TELEGGRAMS FOR INDIA, EUROPE, AND AMERICA.	
At the HARBOUR Master's Office, SEPTEMBER 13TH.		TO BE LET. TWO Commercial HOUSES, in QUEEN'S ROAD EAST.	NOTICE. THE INTEREST and RESPONSIBILITY of M. COLIN CAMPBELL WILLIAMS, our Firm, CEASED on the 6th instant.	4,1430—September 6th, 1876.	THE "SEVADAGONE" will leave Penang for Raonan at 4 P.M. TO-DAY (Thursday).	
Douglas, British steamer, for East Coast, Queen of the Seas, British bark, for Manila. Ocean Chief, British bark, for Whampoa.		Rent, \$35 per month.	E. VINGTON & CO., No. 2, Queen's Road, 919 Hongkong, 17th June, 1876.	THIS DAY, the 14th September, 1876, at Noon, at his Sale Room, Queen's Road.—	THE "SEVADAGONE" will be kept running between Penang and Bangkok to carry Tele-grams.	
Departures.		Apply to PURDON & CO., No. 2, Queen's Road, 919 Hongkong, 17th June, 1876.	TERMS OF SALE.—Cash before delivery in Mexican Dollars weighted 7.17. All Lots, with all faults and errors of description, at pur-chaser's risk on the fall of the hammer.	4,1431—September 6th, 1876.	The latest from England is dated September 8th (evening), and was brought by the "PAT-TIE" which arrived at Penang yesterday.	
September 13. MARIE HEYDON II, German bark, for Newchwang.		(With Immediate Possession.)	THE UNDERSIGNED have established themselves as SWATOW, for the transaction of a GENERAL COMMISSION and SHIPPING BUSINESS in connection with the Wharf and Godowns.	4,1432—September 6th, 1876.	J. B. STONER, Esq., Acting General Manager.	
September 13. NUEVO CONSTANTE, Spanish brig, for Manila.		THE PREMISES, No. 8, P.R.A.P., late in the occupation of Messrs. GILMAN & CO. Gas and Water laid on.	WILLIAMS AND CO., 1488 Hongkong, 13th September, 1876.	4,1433—September 6th, 1876.	1454 Hongkong, 14th September, 1876.	
September 13. NINGPO, British steamer, for Ningpo and Shanghai.		Apply to GIBB, LIVINGSTON & CO., of 704 Hongkong, 16th May, 1876.	NOTICE.	NOTICE TO CREDITORS.	FOR SALE.	
September 13. DOUGLAS, Brit. str., for East Coast.		TO LET.	THE UNDERSIGNED have established themselves as SWATOW, for the transaction of a GENERAL COMMISSION and SHIPPING BUSINESS in connection with the Wharf and Godowns.	4,1434—September 6th, 1876.	THOROUGHBRED AUSTRALIAN HORSES, Run Second in the Calcutta Races. Apply to WILLIAMS AND KENNEDY.	
September 13. CALISBROOK, British str., for Swatow, &c.		Apply to S. E. BURROWS & SONS, 433 Hongkong, 27th March, 1876.	NOTICE.	4,1435—September 6th, 1876.	1473 Hongkong, 14th September, 1876.	
Passengers.	ARRIVED.	TO BE LET.	THE HOUSES, Nos. 13 and 15, STAUNTON STREET.	NOTICE.	NOTICE.	
Per TANAS, str., from Yokohama.—For Hongkong.—Madame Mariotti, Messrs. M. H. Bellio, & Peremis, William Smith, Richard Chapman, Cornelius Desmond, and Chas. Dutton. For Naples.—Mr. John Byrne James. For Marseilles.—Mr. Carl Don P. Vargas, No. 1, and Kaspar Hart.		Apply to TURNER & CO., 41, Queen's Road, 1122 Hongkong, 18th July, 1876.	SHIPCHANDLERS, COMPRADORES, STEVEDORES, &c.	JUST RECEIVED, A FRESH SUPPLY OF JACQUETTE'S EXCHANGE TABLES, 3/4 to 6/4.	FREE TRADE.	
Per Fu-yew, str., from Shanghai:—	52 Officers.	TO LET.	N.B.—Ships Supplied with Water and Bullock on Moderate Terms.	PRICE \$4.	1474 Hongkong, 13th September, 1876.	
DEPARTED.		THE HOUSE, No. 3, LOWER MOSQUE TEE-BAR. Apply to SHARPE, TULLER, and JOHNSON, of 598 Hongkong, 25th August, 1876.	NOTICE.	LANE, CRAWFORD & CO.	NOTICE.	
Per Douglas, str., for East Coast:—For Alice.—Mr. Baptist, For Coast Ports. 3 Europeans and 96 Chinese.		TO LET.	OUR MR. EDWARD HERTON having RE-SUMED CHARGE OF THE HUMPHREY BRANCH, MR. M. TENHAFER'S AUTHORITY to SIGN our FIRMS for protraction is WITHDRAWN from this date.	1475—September 6th, 1876.	FREE TRADE.	
Reports.		EDWARD HERTON.	NOTICE.	FOR SALE.	FREE TRADE.	
The Chinese steamship, Fuyew reports left Shanghai on 10th September, and had steady N.E. trades and fine weather. Passed the steamship China at Wusung, bound up. Passed the steamship Yangtze near the Guttsch, bound South.		SWATOW and Hoibow, September 5th, 1876.	TERMS OF SALE.—Cash before delivery in Mexican Dollars weighted 7.17. All Lots, with all faults and errors of description, at pur-chaser's risk on the fall of the hammer.	EX REGENT ABERLAVEL.	FREE TRADE.	
The French steamship, Tonkin reports left Yokohama at 3.30 A.M. on 6th September. Had favourable winds throughout. On 15th Sept. at 8 A.M. in lat. 28°31' N. and long. 123°42' E., passed a bark, supposed to be British, stowing H.N.T.C.		TO LET.	1476—September 6th, 1876.	NEW BOOKS, WORKS OF REFERENCE.	FREE TRADE.	
SHANGHAI SHIPPING.	ARRIVED.	With Immediate Possession.	EDWARD HERTON.	NOVELS, SCHOOL BOOKS, PEBBLING BOOKS, and MUSIC BOOKS.	FREE TRADE.	
September— ARRIVALS.		THE HOUSES on Upper Mosque Terrace.	SWATOW and Hoibow, September 5th, 1876.	DAWSON'S LONDON-MADE BOOTS and VIBRINA BOOTS, large assortment.	FREE TRADE.	
1. Lulu, American str., from Newchwang.		All with Gas and Water laid on.	NOTICE.	DINNER SERVICES, in great variety.	FREE TRADE.	
2. Anto Gunther, Ger. bark, from Keeling.		Also,	30 OZES CHAMPAGNE, Vineyard Proprietary XXX Cognac.	DESSERT SERVICES and BREAKFAST SERVICES.	FREE TRADE.	
3. M. A. Dixon, British bark, from Hankow.		A First-class GODOWN at Wanchi of about 5,000 tons capacity.	16 Pocket Size Ivory-Handled Smith and Wesson's REVOLVERS.	FINE CUT GLASSWARE, in many designs.	FREE TRADE.	
4. Wiliams, British str., from Liverpool, &c.		Apply to T. G. LINSTEAD, 1464 Hongkong, 31st July, 1876.	9 Pocket Size Wood-Handled Smith and Wesson's REVOLVERS.	GABRIELLES, Table LAMPS, Ship's SIDE LAMPS, Mast-head LAMPS, Cabin Suspension LAMPS, and Bulkhead CANDLE-STICKS.	FREE TRADE.	
5. Ulises, British str., from Liverpool, &c.		TO LET.	5 Piccas METALLIQUES (the Mixed Goods).	STATIONERY, La Buc's, Waterloo's, &c., ELECTRO-PLATED WARE, of all descriptions.	FREE TRADE.	
6. Nauking, American str., from Hankow.		With Immediate Possession.	A Large TENT, with Poles and Pegs complete.	BASE-ALE, in Quarts and Pints, by Crome and Saunders. GUINNESS'S STOUT, in Quarts and Pints, by E. Burke. Bass's ALE, in Hogsheads and Kilderkins. Kinahan's LIQUOR WHISKY, Bourbon WHISKY, Glenlivet WHISKY.	FREE TRADE.	
7. S. of Alabam, Brit. str., from London, &c.		THE HOUSE on Upper Mosque Terrace.	TERMS OF SALE.—Cash before delivery in Mexican Dollars weighted 7.17. All Lots, with all faults and errors of description, at pur-chaser's risk on the fall of the hammer.	MONDAY,	THE DINNER HOUR at this Establishment will be SEVEN O'CLOCK from this date till further notice.	
8. Haning, British steamer, from Tientsin.		All with Gas and Water laid on.	1477—September 6th, 1876.	THE 18th day of September, 1876, at 2 o'clock P.M.	STOCKHAUSEN AND ROSE.	
9. Shiuksing, Amr. str., from Tientsin, &c.		Also,	EDWARD HERTON.	THE whole of his HOUSEHOLD FURNITURE, comprising Drawing, Dining, and Bed-room SUITS, Walnut Centre TABLE, REPO-COVERED SOFA'S, Walnut OAKIRS, Marble-top TABLES and TEA-POYS, Pier-GLOVES, ENGRAVINGS, CHROMO-LITHOGRAPHS, GASOLAIRES, CARPETS, HEARTH-RUGS, WHATNOTS, Marble CLOCKS, Cheval GLASS, WAREROOMS, GLASSWARE, PLATED WARE, BOOKS, &c., &c., &c.	FREE TRADE.	
10. Ningpo, Chinese str., from Tientsin.		A First-class GODOWN at Wanchi of about 5,000 tons capacity.	NOTICE.	WHITE'S White Seal and other SHERRIES.	FREE TRADE.	
11. Friendship, Siamese bark, from Amoy.		TO LET.	1478—September 6th, 1876.	WHITE OLD PORT, Very Choice OLD BRANDY, bottled here in 1862.	FREE TRADE.	
12. Oscar Vidal, British bark, from Keeling.		With Immediate Possession.	CRASSO & BLACKWELL'S OILMANS STORES, CONDIMENTS and DELICACIES of every kind. PRIME QUALITY AMERICAN BEEF in Casks 200 lbs. and 100 lbs. PRIME QUALITY AMERICAN PORK, in Casks 200 lbs. 100 lbs., and 25 lbs. FINES QUALITY FRENCH BUTTER, 100 lbs. California Family STORES, all descriptions. MUNIZ'S YELLOW METAL SHEATHING, assorted sizes. BROWN SHEATHING FEET, and BOILER FEET. BABBOON'S ASSORTED PAINTS and OIL, Crane's Lubricating OIL, PONCOFF'S Composition PAINT, TALLOW, WHITE BROTHERS' TOP-GLAZED GEMMENT FIRE BRICKS and FIRE CLAY.	FREE TRADE.	FREE TRADE.	
13. Antonio, American str., from Nagasaki, &c.		THE DWELLING HOUSE, No. 4, Alexandria Terrace.	1479—September 6th, 1876.	T. D. HEARY'S CANVAS, Nos. 1 to 5, Best RUSSIAN ROPE, &c., &c.	FREE TRADE.	
14. Alphonse, American str., from Nagasaki, &c.		THE DWELLING HOUSE and OFFICE, No. 1, Wyndham Street.	MONDAY,	LAMMERT, ATKINSON & CO.	FREE TRADE.	
15. Alphonse, American str., from Nagasaki, &c.		THE DWELLING HOUSE, No. 2, Gough Street; occupied from 1st June.	TERMS OF SALE.—Cash before delivery in Mexican Dollars weighted 7.17. All Lots, with all faults and errors of description, at pur-chaser's risk on the fall of the hammer.	THE 18th day of September, 1876, at 2 o'clock P.M.	FREE TRADE.	
16. Douglas, str., for East Coast.		TO LET.	1480—September 6th, 1876.	MONDAY,	THE 18th day of September, 1876, at 2 o'clock P.M.	
17. The French steamship, Tonkin reports left Yokohama at 3.30 A.M. on 6th September. Had favourable winds throughout. On 15th Sept. at 8 A.M. in lat. 28°31' N. and long. 123°42' E., passed a bark, supposed to be British, stowing H.N.T.C.		With Immediate Possession.	NOTICE.	MONDAY,	THE 18th day of September, 1876, at 2 o'clock P.M.	
SHANGHAI SHIPPING.	ARRIVED.	THE DWELLING HOUSE, No. 4, Alexandria Terrace.	TERMS OF SALE.—Cash before delivery in Mexican Dollars weighted 7.17. All Lots, with all faults and errors of description, at pur-chaser's risk on the fall of the hammer.	MONDAY,	THE 18th day of September, 1876, at 2 o'clock P.M.	
September— ARRIVALS.		THE DWELLING HOUSE and OFFICE, No. 1, Wyndham Street.	1481—September 6th, 1876.	MONDAY,	THE 18th day of September, 1876, at 2 o'clock P.M.	
1. Lulu, American str., from Newchwang.		THE DWELLING HOUSE, No. 2, Gough Street; occupied from 1st June.	NOTICE.	MONDAY,	THE 18th day of September, 1876, at 2 o'clock P.M.	
2. Anto Gunther, Ger. bark, from Keeling.		TO LET.	1482—September 6th, 1876.	MONDAY,	THE 18th day of September, 1876, at 2 o'clock P.M.	
3. M. A. Dixon, British bark, from Hankow.		With Immediate Possession.	NOTICE.	MONDAY,	THE 18th day of September, 1876, at 2 o'clock P.M.	
4. Haning, British steamer, from Tientsin.		THE DWELLING HOUSE, No. 3, Lower Mosque Tee-bar.	TERMS OF SALE.—Cash before delivery in Mexican Dollars weighted 7.17. All Lots, with all faults and errors of description, at pur-chaser's risk on the fall of the hammer.	MONDAY,	THE 18th day of September, 1876, at 2 o'clock P.M.	
5. Ulises, British str., from Liverpool, &c.		TO LET.	1483—September 6th, 1876.	MONDAY,	THE 18th day of September, 1876, at 2 o'clock P.M.	
6. Nauking, American str., from Hankow.		With Immediate Possession.	NOTICE.	MONDAY,	THE 18th day of September, 1876, at 2 o'clock P.M.	
7. S. of Alabam, Brit. str., from London, &c.		THE DWELLING HOUSE, No. 4, Alexandria Terrace.	TERMS OF SALE.—Cash before delivery in Mexican Dollars weighted 7.17. All Lots, with all faults and errors of description, at pur-chaser's risk on the fall of the hammer.	MONDAY,	THE 18th day of September, 1876, at 2 o'clock P.M.	
8. Haning, British steamer, from Tientsin.		TO LET.	1484—September 6th, 1876.	MONDAY,	THE 18th day of September, 1876, at 2 o'clock P.M.	
9. Shiuksing, Amr. str., from Tientsin, &c.		With Immediate Possession.	NOTICE.	MONDAY,	THE 18th day of September, 1876, at 2 o'clock P.M.	
10. Ningpo, Chinese str., from Tientsin.		THE DWELLING HOUSE, No. 5, Lower Mosque Tee-bar.	TERMS OF SALE.—Cash before delivery in Mexican Dollars weighted 7.17. All Lots, with all faults and errors of description, at pur-chaser's risk on the fall of the hammer.	MONDAY,	THE 18th day of September, 1876, at 2 o'clock P.M.	
11. Friendship, Siamese bark, from Amoy.		TO LET.	1485—September 6th, 1876.	MONDAY,	THE 18th day of September, 1876, at 2 o'clock P.M.	
12. Oscar Vidal, British bark, from Keeling.		With Immediate Possession.	NOTICE.	MONDAY,	THE 18th day of September, 1876, at 2 o'clock P.M.	
13. Antonio, American str., from Nagasaki, &c.		THE DWELLING HOUSE, No. 6, Lower Mosque Tee-bar.	TERMS OF SALE.—Cash before delivery in Mexican Dollars weighted 7.17. All Lots, with all faults and errors of description, at pur-chaser's risk on the fall of the hammer.	MONDAY,	THE 18th day of September, 1876, at 2 o'clock P.M.	
14. Alphonse, American str., from Nagasaki, &c.		TO LET.	1486—September 6th, 1876.	MONDAY,	THE 18th day of September, 1876, at 2 o'clock P.M.	
15. Douglas, str., for East Coast.		With Immediate Possession.	NOTICE.	MONDAY,	THE 18th day of September, 1876, at 2 o'clock P.M.	
16. The French steamship, Tonkin reports left Yokohama at 3.30 A.M. on 6th September. Had favourable winds throughout. On 15th Sept. at 8 A.M. in lat. 28°31' N. and long. 123°42' E., passed a bark, supposed to be British, stowing H.N.T.C.		THE DWELLING HOUSE, No. 7, Lower Mosque Tee-bar.	TERMS OF SALE.—Cash before delivery in Mexican Dollars weighted 7.17. All Lots, with all faults and errors of description, at pur-chaser's risk on the fall of the hammer.	MONDAY,	THE 18th day of September, 1876, at 2 o'clock P.M.	
17. The Chinese steamship, Fuyew reports left Shanghai on 10th September, and had steady N.E. trades and fine weather. Passed the steamship China at Wusung, bound up. Passed the steamship Yangtze near the Guttsch, bound South.		TO LET.	1487—September 6th, 1876.	MONDAY,	THE 18th day of September, 1876, at 2 o'clock P.M.	
18. The French steamship, Tonkin reports left Yokohama at 3.30 A.M. on 6th September. Had favourable winds throughout. On 15th Sept. at 8 A.M. in lat. 28°31' N. and long. 123°42' E., passed a bark, supposed to be British, stowing H.N.T.C.		With Immediate Possession.	NOTICE.	MONDAY,	THE 18th day of September, 1876, at 2 o'clock P.M.	
19. The Chinese steamship, Fuyew reports left Shanghai on 10th September, and had steady N.E. trades and fine weather. Passed the steamship China at Wusung, bound up. Passed the steamship Yangtze near the Guttsch, bound South.		THE DWELLING HOUSE, No. 8, Lower Mosque Tee-bar.	TERMS OF SALE.—Cash before delivery in Mexican Dollars weighted 7.17. All Lots, with all faults and errors of description, at pur-chaser's risk on the fall of the hammer.	MONDAY,	THE 18th day of September, 1876, at 2 o'clock P.M.	
20. The Chinese steamship, Fuyew reports left Shanghai on 10th September, and had steady N.E. trades and fine weather. Passed the steamship China at Wusung, bound up. Passed the steamship Yangtze near the Guttsch, bound South.		TO LET.	1488—September 6th, 1876.	MONDAY,	THE 18th day of September, 1876, at 2 o'clock P.M.	
21. The Chinese steamship, Fuyew reports left Shanghai on 10th September, and had steady N.E. trades and fine weather. Passed the steamship China at Wusung, bound up. Passed the steamship Yangtze near the Guttsch, bound South.		With Immediate Possession.	NOTICE.	MONDAY,	THE 18th day of September, 1876, at 2 o'clock P.M.	
22. The Chinese steamship, Fuyew reports left Shanghai on 10th September, and had steady N.E. trades and fine weather. Passed the steamship China at Wusung, bound up. Passed the steamship Yangtze						

NOW ON SALE
THE CHRONICLE AND DIRECTORY
FOR 1876.
With which is incorporated
THE CHINA DIRECTORY.
THIS Work, in the FOURTEENTH
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THE FOREIGN SETTLEMENTS OF
SHANGHAI.
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THE PEAK;also of
THE VARIOUS HOUSE-FLAGS
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THE
P. & O. COMPANY'S ROUTES,AND
THE COAST OF CHINA;
ALSO, THE
NEW CODE OF CIVIL PROCEDURE
HONGKONG;

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NOTICE.

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FAIR AND DISPENSING
OPHEMISIS.

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WHOLESALE AND RETAIL DRUGGISTS,
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DROGISTS' SUPPLYMEN,
And

ABRATED WATER MAKERS.

SHIPS' MEDICINE QUESTS REFITTED.

PASSENGER SHIPS SUPPLIED.

Notice.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm of A. S. Watson and Co., or

897 HONGKONG DISPENSARY.

DEATH.

At 13, Queen's Road, Hongkong, on the morning of the 13th September, HALDANE, son of J. G. SMITH, age 9 months.

The Daily Press.

HONGKONG, SEPTEMBER 14TH, 1876.

Without the smallest desire to needlessly call at the acts of the British Minister, or any wish to find fault with what must necessarily be a difficult undertaking—negotiating with the Chinese Authorities—it seems to us, as to most outsiders, that if a stoppage of the traffic on the Shanghai and Wussooo Railway was a great mistake, there can be little doubt that Sir THOMAS WADE was actuated by the best of motives in requesting the proprietor to discontinue running trains for the present, but the question is what has been gained by this concession to the wishes of the Chinese Government? It may perhaps be urged that the traffic on the line was stopped during the negotiations in order that one source of irritation might be removed, or to prevent any new complications arising to render the settlement of the pending difficulties harder to effect. But, in the first place, was there any necessity to defer to the wishes of the Peking Government?

Would not the very fact of doing so rather involve a tacit admission, on the part of the British Minister, that the railway had been constructed in opposition to the treaty and was therefore a fit subject for negotiation? It is to be feared that it will be so construed by the Chinese Government. It will, in all probability, be made to appear so by the officials to the people throughout the Empire. It is not improbable that it will be the means of still further delaying the settlement, so greatly called for, and so long deferred, of the difficulties between the two countries. Again, to whom has the railway been a source of annoyance or irritation? Certainly not to the people who have manifested throughout the liveliest interest in, and appreciation

of it. All the opposition displayed by the officials who have lost no opportunity of showing their hostility and endeavouring to excite popular feeling against it. In the latter, however, they have failed signally, for no foreign introduction into China has been so well and cordially received by the common people as this little pioneer railway. But the officials perceive in it what the people do not. They look upon it—rightly, it is to be hoped—as the thin end of the wedge which is destined to split up the great and ancient but decaying fabric of Chinese exclusiveness and conservatism. Hence their bitter hatred of the innovation and their fruitless attempts

to raise the populace to make demonstrations against it. Foiled in their efforts in this direction, it was next sought to gain a reprieve from the dreaded iron horse, and to postpone the opening of the line throughout its entire length, which had been fixed to take place about the commencement of the present month. In this they were more successful; the British Minister proved easier of persuasion than the native mob. The opening of the line has been put off until an apparently indefinite period to please a Government which is unwilling, on its part, to make any concession in return.

It is difficult to understand what are the real grounds on which Sir THOMAS WADE has acted. He had nothing to do with the railway, and his request to the promoters to discontinue the traffic certainly seems an uncalled-for concession to Chinese whim or prejudice. As a writer in our Shanghai contemporary remarks, the stoppage of the railway bears a family likeness to the surrender of the opium at Canton, by order of Captain ELLIOTT. It must, of course, entail a considerable loss upon the proprietors, which they will either have to be indemnified for or they will suffer grievous wrong. The Chinese Government may have it in contemplation to purchase the line, but that would not affect the question in the smallest degree. What object they had in desiring its stoppage except to bring it under the scope of the negotiations, and to derive some possible advantage in setting up a grievance on their part, it is impossible to conjecture. This seems the most likely explanation of their conduct. The arrest of a warrant of DAVID BANKS, the driver of the train which passed over a Chiu-han who voluntarily placed himself on the line with the evident intention of committing suicide, would seem to bear out this conclusion. The Chinese Government has been casting about for causes of offence on the part of the British, and for grounds for its opposition to the railway, and has seized upon this accident as a case. It is a matter for surprise that Her Majesty's Minister should have seen fit to equip with a man to be the driver of the train, and at the present time to leave him to his fate.

Those who prefer iron to wood for shipbuilding purposes should (says the San Francisco Post) pay a visit to the old British ship San Jose, 1590 tons register, now discharging at 40 fathoms depth, 100 feet long, 30 feet wide, and 8 inches depth of hold, and 250 tons burden. The total cost of construction was 12,000 yen. The Chinese grabbed their houses, and he arrived at Taku.

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EXTRAORDINARY CHARGE AGAINST THE sea.

SHIP CAPTAINS.

At the Liverpool Assizes, on the 3rd ultimo, before Mr. Justice Lindley, Peter King and Charles George Pearce, who had been out ball, were indicted for having, on the 18th April, 1875, and on the 19th April, 1875, and with violence stolen from him 1,000 American gold dollars, 340 Spanish dollars, two diamonds, a gold watch, two gold chains, one set gold rings, two sets of carbuncles, and two money orders. Mr. Kennedy and Mr. Cleaver conducted the prosecution, and the prisoners were defended by Mr. Segar. The prisoners were, until a short time ago, Captain of the service of the West India Fleet, and British Officers, and the charge against them was of an exorbitant character. The prosecutor was a Hertfordian, and he was for some time in office in the French Republic at Port-au-Prince. He held the office of Inspector-General of Customs up to 15th April last, and received a salary of \$60,000 a month. In April a change of government took place, and the new Board of Trade sent out General Goss. There were 100 British sailors, entitled by some members of the late Government that their lives would be endangered, and, setting apart their rank, Dunbar went on board the *Hertford*, which belonged to the West India and Pacific Steamship Company, at Port-au-Prince, on the 18th April. On the same day the steamer *Cuban*, of which the prisoner King was captain, arrived at Port-au-Prince in the evening. King went on board the *Cuban* in the evening, Dunbar, and finding that he had a considerable quantity of valuable property with him, he conceived it was contumacious to rob him. He tried to frighten Dunbar by telling him that General Gordon had given him orders that he (Dunbar) should be removed from the bulk, and he offered to take him on board the Cuban. Dunbar accepted the offer, and the prisoner Pearce commanded arrived at Port-au-Prince the same day, and King and Jaget (the crew of the bulk) went on board to see Pearce. The three returned together the same night, and King and Pearce entered the cabin, taking Dunbar with them. King said to him that he had received orders from General Goss to put him ashore. It was late when it was put him ashore, and Jaget, who obtained the terrible explanation of all which had happened was already found written: This was not so. When unconsciousness returned, which did not till after he had entered the room, he made signs that paper and a pencil should be given him, and then wrote the one word that told all. I will dare to quote the words of one pressman: "It is a relief to many to know that he told us it was his own act, which was quite comfortable. Subsequently he said to Dunbar, 'You are a good sort of fellow. I will give you 10 silver dollars and a brand new ham-mock, and put you on board the *Regal*, a friend of mine.' He added that the vessel was named the *Regal*, and it was going to Kingston, to which place Dunbar wished to be taken. Instead he got to Keweenaw, however, the *Regal* being in the stocks, and so he was sent to the *Alaska*, on her arrival, where Dunbar left him, and went on to Kingston. Subsequently he came to England, and complained of the treatment he received from the prisoners, and on their arrival in England they were taken into custody. They then said that Dunbar had given them the money and valuables as a gift, on condition they should get him off alive. The defense was that the prosecutor was really in fear of his life, and that he voluntarily gave the valuables to the prisoners as compensation for protecting him. Several witnesses were called to prove this defense. His Lordship, in summing up, remarked that the question involved in this trial was one of importance not only to the persons concerned, but to the prosecution, of the very wealthy class of persons who had the command of vessels, and who had the means of inflicting great damage. A Calcutta paper relates that a shipowner, in a speech to a general in that city, having the other day condemned his own word, and when I told him so, he understood all." May I ask room for one brief question more? The doctors say all is plain. A sudden rush of blood to the head, such as occurs in congestion of the lungs, robbed him of reason and consciousness. Afterwards, when the blood was set free consciousness and reason returned. There is more which I could add, but do not feel that I have any right to trouble you further.—R. C. DUNBAR.

NEWS OF COLONEL GORDON.

The Colonist, of London, has learned that Mr. Lincoln arrived on the 30th of May at Lado, that Colonel Gordon has promised him to change his plan, and go to the southern end of the Albert Lake. Colonel Gordon offered to accompany him there. Mr. Linus intends now to take the direction of Livingston's Nyangwe, the Lualaba, and to penetrate further into Western Africa. The two routes which he has chosen are both difficult, and will require an excellent order. The steamer lying at Dufour, the other side of the lower estuary of the Nile, is to be made ready to carry Mr. Linus and Colonel Gordon along the last connecting link between the Upper Nile and the Albert Lake.

THE LATE BISHOP OF MEATH.

The following letter is published in the Times:—
As soon as by man's works thou hast to the late lamented Bishop of Meath, and as one having the best information, you will allow me to correct a single point, which may seem a small one, but is not altogether so, in your account of an event which was filled with anguish to many hearts. It is well known that the self-same General Pease, who cut a canal at the head of the steamer lying at Dufour, the other side of the lower estuary of the Nile, is to be made ready to carry Mr. Linus and Colonel Gordon along the last connecting link between the Upper Nile and the Albert Lake.

DOMESTIC SERVANTS IN INDIA.

Domestic servants in India occasionally display an amount of ingenuity in dealing with their employers which would not discredit their brothers in the art of pickpocketing. A Calcutta paper relates that a kitchen maid, in the course of her work, had the command of a general in that city, having the other day condemned his own word, and when I told him so, he understood all." May I ask room for one brief question more? The doctors say all is plain. A sudden rush of blood to the head, such as occurs in congestion of the lungs, robbed him of reason and consciousness. Afterwards, when the blood was set free consciousness and reason returned. There is more which I could add, but do not feel that I have any right to trouble you further.—R. C. DUNBAR.

THE GREEK ARCHIPELAGO.

An American writer in the Times, under date Boston, July 12th, 1876, describes the Dardanelles to quench the thirst, the rest of the fleet left Berks Bay on Tuesday last for a short cruise in the north of the Greek Archipelago, the *Hercules* (Admiral), *Swallow*, and *Sabre* forming the weather line, and the *Triumph* (bearing flag of second in command) the lee line. All the various evolutions and drills were to be seen, the effect of much skill and energy of men well performed, lasting for hours, including the firing of broadsides and shells at targets, with preparation for ramming, shutting water-tight doors, torpedo exercise, night quarters, drills, &c. The yearly examination of midshipmen was also commenced, as it is the custom on the second Tuesday in each year. In the morning officers were lowered to take the several stations of their work of superintendence. But after a day or two had been given to seamanship, gunnery, and all the multifarious detail of a man-of-war, a thought could be given to the classic and historic interest of the criticising ground, every point, peak, and isle being framed in an ancient story—a smooth sea, a serene sky, and the most perfect air about the horizon. Having left astern the pleasant plains of Troy, we approached the distance, the flat land, broken by the winding rivers, the steep hills, and the low-lying Rabbit Islands hardly visible above the water. Then, nearing Lemnos, where Vulcan was cast out of Heaven, and sighting the crag where Prometheus placed the chain that fastened him to the rock, we saw the fall of Troy, we approached the long, winding coast of Asia Minor, and on to Samothræs, the highest of all the group of the Archipelago, inhospitable-looking and bareless, on whose central peak (Cassos) which can be seen from the Troad overtopping the intervening hills of Imbras, sat Neptune when he surveyed his beloved Greek ships hauled up at Opea Bloum, the entrance to the Hellespont, and the battle surging over the deep blue waters of the narrowest Persian channel. Rounding this iron-bound coast, the first waited on Wednesday for the detach boat *Hebe*, and gave and received letters, then shaped course for These, and passing between it and the main land, anchored the next day at Canakkale. This, the ancient Napolis, seaport of Paphlagonia, was the first European city in which we were to be seen when summoned from the sea by the Macedonians. Having left the first places of Troy, we were now in the distance, the flat land, broken by the winding rivers, the steep hills, and the low-lying Rabbit Islands hardly visible above the water. Then, nearing Lemnos, where Vulcan was cast out of Heaven, and sighting the crag where Prometheus placed the chain that fastened him to the rock, we saw the fall of Troy, we approached the long, winding coast of Asia Minor, and on to Samothræs, the highest of all the group of the Archipelago, inhospitable-looking and bareless, on whose central peak (Cassos) which can be seen from the Troad overtopping the intervening hills of Imbras, sat Neptune when he surveyed his beloved Greek ships hauled up at Opea Bloum, the entrance to the Hellespont, and the battle surging over the deep blue waters of the narrowest Persian channel. Rounding this iron-bound coast, the first waited on Wednesday for the detach boat *Hebe*, and gave and received letters, then shaped course for These, and passing between it and the main land, anchored the next day at Canakkale. This, the ancient Napolis, seaport of Paphlagonia, was the first European city in which we were to be seen when summoned from the sea by the Macedonians.

The first place to receive a good wind, which was soon plentiful cross elsewhere throughout Europe, Caravans appear now to be the most numerous and varied, and all the multifarious detail of a man-of-war, a thought could be given to the classic and historic interest of the criticising ground, every point, peak, and isle being framed in an ancient story—a smooth sea, a serene sky, and the most perfect air about the horizon.

THE COMMERCIAL INTELLIGENCE OFFICE.

WEDNESDAY, 13th September. Sales of Patra reported to day at \$565, and of Benares at \$335.

FOR SALE.—Export Cargoes.

For Zambo, to London and Continent.—From Canton to London \$214 boxes, 9 pds. Tea. From Foochow to London 2 half-shots. Tea. From Shangha to London 1,732 half-shots. Tea. From Hankow to London 1,510 boxes, 1449 half-shots, and 334 chests Tea. From Boston 700 boxes, 229 half-shots Tea. From New York 1,000 boxes, 229 half-shots. Scented Camphor (43,290 lbs.), 829 boxes. Scented Orange Peels (17,224 lbs.), 100 boxes. Congee (8,490 lbs.). From Canton to London 303 boxes Raw Silk. From Shangha to London 473 boxes Raw Silk. From Jappon to London 733 boxes Raw Silk. From Canton to Continent 402 boxes Raw Silk. From Shanghai to Canton 300 boxes Raw Silk. From Japan to Canton 200 boxes Raw Silk. From Canton to London 54 boxes Waste Silk. From Canton to London 85 boxes Waste Silk. From Canton to London 216 boxes Cocoon. From Canton to London 25 boxes Silk Plate Ghoda. From Shanghai to London 9 cases Porcous.

EXCHANGE.

ON LONDON.—Bank, eight 3/12.

Bank Bills, at 30 days' sight 3/12.

Bank Bills, at 6 months' sight 4/4.

Orbicular Bills, at 6 months' sight 4/4.

Documentary Bills, at 6 months' sight 4/4.

On BOMBAY.—Bank, eight 2/40.

On SHANGHA.—Bank, eight 2/40.

Bank notes, 74.

Private, 30 days' sight, 77 nominal.

SHARES.

Hongkong and Shangha Stock Shares—8 per cent. premium.

Union Insurance Society of Canton—\$560 per cent. premium.

Other foreign Insurance Company's Shares—\$71 per cent. discount.

China and Japan Marine Insurance—Tls. 15 per share.

Chinese Insurance Company—\$185 per share.

China Fire Insurance Company's Shares—\$15 per share.

China Fire Insurance Company's Shares—\$125 per share.

China Life Insurance Company's Shares—31/2 per cent. discount.

Hongkong and Whampoa Dock Company's Shares—37/2 per cent. discount.

Changchun, Canton, and Macao Steamboat Co.'s Shares—20 per cent. discount.

Shanghai Steam Navigation Company—Tls. 20 per share.

Hongkong Gas Company's Shares—\$75 per share.

Hongkong Hotel Company's Shares—\$50 per share.

Chinese Imperial Loan—\$6.

SALES ON SATURDAY 13TH, AS REPORTED BY CHINESE.

American Flour—1,600 bags, (50lbs.), at \$1.80

Lung Hing Loong to travelling trader.

Almonds—20 bags, at \$22.50, by Kwong Wing Shau to Lung Hing Loong.

Flowers—10 bags, at \$8.40, by Kwong Wing Shau to travelling trader.

White Tea—5 pieces, at \$6.00, by Chuen Chong to travelling trader.

Yellow Tea—300 pieces, at \$1.04, by Chuen Chong to travelling trader.

Musrooms—10 cases, at \$6.00, by Yee Wo Lung Hing Loong to travelling trader.

Tea—50 pieces, at \$8.50, by Yee Wo Lung Hing Loong to travelling trader.

Pinto Beans—30 bags, at \$2.43, by Hop Hing to travelling trader.

Brown Sugar—300 bags, at \$2.00, by Hop Hing to travelling trader.

Saigon Rice—2,000 piculs, at \$1.40, by Hop Hing to travelling trader.

DAILY PRESS OFFICE, HONGKONG.

THE EXTRAORDINARY CHARGE AGAINST THE sea.

The eastern side is clothed from sun-

rise to sunset with a dense forest, vineyard, and garden, and its coast line indented by many a cove and bay.

The most lovely and fairest spots are

the sheltered bays and many-pinnacled churches,

and buildings above the best advantage in

their dark foliated setting, some high up in the hills half hidden in leaves, and some low down, their basements washed by the waves but

all picturesquely and rich in views of land and

sea and sky and distant isle. In this paradise

the most beautiful and famous cities of

China are situated, and many of them

are built on the water.

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EXHIBITS.

A DESCRIPTION.

He held his hand one minute in his own;—
Mirrored in it, he saw his life, his love, his sweet,
Left for alone, and in his recent place.

The twilight stole with soft and hopeless feet.

He passed away through deep hidden paths,

And a swift scot of fever led like bloom,

Waving its incense to the soul of night.

Between the setting and the rising sun,
As if her spirit wandered, till the day
Woke the new story of a life begun.

Out of the grave of old that slipped away,

A faint life of earnest freighted died,

Of silent purpose and calm prayer.

A spirit moving in the misty light.

Of passing dreams on the shadowy air.

Standing alone his life was doubly blast.

By this dead love, and loss of sorrows born,

Till tender Death sang his end to rest,

And merged spring's twilight in the summer morn.

CHRISTOPHER NORTH.

John Wilson had the eagle beat, the lion-like mane of the Napier. Mrs. Barn Browning has said of Homer:—

" Homer, with the broad spacious—

" Of grandious god-gaudances—"

and whenever I read the lines, the mighty presence of Christopher North rises before me. John Wilson was an immense man, physically and mentally, and yet his nature was essentially incomplete. He needed concentration. Had the tree been thoroughly pruned, the fruit would have been larger and richer. As it was, he seemed contrived to sustain the inspiration unimpeded for any time; it ran away into shallows, and spread fruitlessly over the sand. In many respects one of the truest, soundest, honestest men who ever lived, he used to gravity merely declamation at times. Amazingly humorous as the Shepherd of the "Notes" is (there are scenes such as the opening of the eagles, and the swimming-match with Ticker while the London packet comes up with the Forte, which manifest the humour of conception as well as the humour of character, in a measure that has seldom been surpassed by the greatest masters), his fun is often awkward, and his enthusiasm apt to retire. Yet had Shakespeare written about Falstaff once a month for twenty years, might not possibly have said the same even of him?—Introduction to *The Comedy of the Notes Ambrosiana*, by John Stetson (Blackwood and Sons).)

ANIMAL AND DISEASE.

We are apt to be misled by the picturesque appearance of villages, with their cottage walls clathed with creepers and climbing plants, roses, and honeysuckles; but those who have taken more than a mere passing glance than to satisfy the deception. The surrounding soil is saturated with liquid filth of every description, which often-times oozes upward through the ground-floor of the dwelling. The water-supply is frequently derived from streams and stagnant pools, or ditches over which privies are built; and into which sewage flows, or drawn from wells receiving the drainage of foul cesspools in their close proximity. The roof is often covered with putrid thatch, supported by rotten rafters, the beams and walls resting with dampness and swarming with vermin. Here the sick and well lie down together, and when death comes, the living and the dead repose side by side. Let anyone read the descriptions of peasant dwellings by *The Times* correspondent in the spring of 1874; and, making every allowance for possible exaggeration, a shudder of horror and pity must come over him that such a state of things should be possible in this nineteenth century, which prides itself on its advanced civilization. Is there any wonder that drunkenness should prevail in such abodes? that faint and depressed by the feid atmosphere, the inhabitants should apply to stimulants for a temporary relief? that obdurate born and bred amidst such surroundings should not turn out clean, healthy, and pure-minded? The condition seems little improved since the day when Erasmus wrote to Cardinal Wolsey's physician that "the houses were badly built and excluded whole-room, and the floors were generally made of loam strewn with rushes, which, being constantly put on fresh without removal of the old, remained living there in some cases for twenty years, with fat-laden bacon-victuals, and other filth undeteriorated." And what has been the result from this continual neglect of cleanliness and whole-room surroundings? We read of fifteen epidemics in the twelfth century; twelve in the thirteenth century, of the terrible black-death in the year 1348, of a score of epidemics with their accompaniments of famine and cattle plague; between that date and 1450, when the great pestilence of the swart-skinned occurred. This sixteenth century was remarkable for its putrid malady affection—a century replete with grand phenomena affecting human life, and particularly close across the series of pestilences which have been called the great plagues of 1563, 1625, and 1665. As each of these exerted itself, the lesson which ought to have been learnt was forgotten—Handbook of Rural Sanitary Science.

BACKSHEESH AND BLACK DIAMONDS.

The public have often been puzzled to account for the difference between the cost of coal at the pit mouth and the price at delivery. Even when no allowance was made for transit charge and the retailer's profit, a substantial balance remained unaccounted for. Some light is thrown on this mystery by a Manchester coal merchant, who, in writing to a local journal, partially lifts the veil that covers the secrets of his trade. He asserts that it is a common custom for coal-suppliers to *bellow dooctors* or the managers, engineers, and firemen employed by manufacturers. A few years ago, when the demand for coal outran the supply, the customary rate was, it is seen, nearly ten per ton. Owners could therefore impose their own terms, being sure of a ready sale whether they paid the bribe or refused it. This is no longer the case. What with a glutted market and heavy stocks on hand, they are naturally anxious to prevent sales, and the bribe has consequently advanced to three-pence and four-pence per ton.

There should be no question about the truth of this disclosure, the correspondence in question avows, with ingenuous candour, that he himself has profited by the part of briber on occasion. Among other instances, he mentions a case where the engineer of a limited liability company regularly received £2 per month from him in fees. Another example there is, "whose name I conceal," who at the stake proclaimed that "the goos" about to be burned would fly in spirit and carry the words of truth to the uttermost ends of the earth."

Although the most eloquent exponent of Pan-Slavonism was Adam Mickiewicz, the Polish poet, and although Pan-Slavonism was made the basis of a political system introduced into Poland by a very able Polish politician, the Marquis Wielopolski, Poland is probably the Slavonian country which the most determined opposition to Pan-Slavonism has proceeded. Mickiewicz presented such insight that it is difficult to believe his anticipations as to the future of the Slavonian races will not at some distant day be realized. But if Mickiewicz is in his present position of Marquis Wielopolski, he will have nothing to do with the subject of Pan-Slavonism, except that Russia is not so much a Slavonian country as a Pomeranian Slavonian, and that she has shown no great love for one important branch of the Slavonian family in the treatment of the Poles.

The Poles, too, are separated from the great bulk of the Slavonians, including the Russians of Turkey, by their religion. The Slavonians

have been divided with more or less permanence across the series of pestilences

which have been called the great plagues of

1563, 1625, and 1665. As each of these

exerted itself, the lesson which ought to

have been learnt was forgotten—Handbook

of Rural Sanitary Science.

LIFE WITHOUT LIGHT.

An interesting discussion has recently taken place in the French Academy of Sciences, on the question of the influence of solar radiation, and of the green matter in the formation of the immediate principles of plant organisms.

M. Bousingault considers this influence to be indispensable, and that, if the solar radiation should disappear, life would be impossible. M. Pasteur, on the other hand, thinks that life might still continue in certain inferior plants, and occasion the most complete organic growths. He cites as an example the life of the *mycetoma* cells, which may take place in darkness, on a liquid composed of alcohol, acetic acid, and mineral phosphates, the latter including phosphate of ammonia.

The *mycetoma* cells to which M. Pasteur alludes is a remarkably curious organism, which serves as a medium between the oxygen of the air and a combustible body or fermentable matter, to produce combustion or oxidation. Fermentation of this kind has a special character, and differs from that set up by yeast or in other ways. The *mycetoma* cell appears as a continuous membrane, either wrinkled or smooth, upon the surface of liquids, while the same are undergoing aerobic fermentation, and is generally formed of very minute elongated cells, whose diameter varies from 0.00005 to 0.000118 inch. These cells are united in chains or in the form of coiled loops. Multiplication seems to be effected by the transverse division of the fully developed cells, which division is preceded by a median constriction. If we allow this cryptogamic division to proceed on the surface of any organic liquid containing phosphates and nitrogenous organic matter, until the whole surface of the liquid is covered; then, if we remove the liquid without disturbing the membrane, and submerge equal volume of water containing 10 per cent. of alcohol, the plant immediately sets up a reaction between the alcohol and the oxygen of the air. After a certain time the action impeded by the great density of the liquid becomes slower, but we can restore it, its activity by submerging the alcoholized water again. So that, along as the *mycetoma* is supplied with suitable nutriment, it will grow, and burn the alcohol, and the oxygen which deprive it of nourishment, or it can only diminish its vital activity, then its sufficient action will not go so far, and the alcohol

may change into acetic acid. This is the substance of one of M. Pasteur's most brilliant investigations, among the practical results of which is a new commercial method for the extraction of fermented liquids.

The process consists in boiling the mycetoma cells on the surface of liquor containing 2 per cent. of alcohol, 1 per cent. of sugar, and traces of salts, lime and earthy phosphates. When the surface is covered with membrane, the alcohol begins to addify. This action is being fully set up, some alcohol, wine, or beer mixed with alcohol, is added every day to the liquid in small quantities; the acetylation is then allowed to terminate, and the vinegar is drawn off. The membrane is collected, washed, and employed for a new operation.

M. Bousingault's reply to the suggestion of the mycetoma to M. Pasteur is that it is that some parasites attain a complete development in an artificial medium containing nothing but definite and crystallised chemical compounds. Still there is a great difference between this development and that of chlorophyll in plants. The latter takes all their elements from the exterior world, carbon from the atmosphere, hydrogen and oxygen from water. The parasites, even those mentioned by M. Pasteur, take carbon in substances which, although of definite chemical construction, are derived from vegetable organisms. Alcohol and acetic acid have their origin in sugar, which cannot be formed save under the influence of solar radiation. The existence, therefore, of parasites in an obscure place, where their culicles form immediate principles, similar to those produced in bright daylight by plants of green protoplasm, is far from being an exception, as has been affirmed, but is rather a confirmation of the necessary relation of light and vegetation. Hence H. Bousingault adheres to his opinion that, if the sun's light were quenched, not only chlorophyll, but also those derived of chlorophyll, would disappear from the earth.

M. Pasteur's position appears, however, to be inadmissible, as might well be expected from his immense experience and wide investigation touching the subject under discussion. His simple points to the fact that the Southern Slavonians or Yugo-Slavs, it differs, then, very materially from Pan-Slavonians, which, as originally conceived, aimed at the foundation of a vast Slavonian empire in which, apart from the question of territory, every prime Slavonian quality, it was to be represented. The political spirit of Russia, the military spirit of Poland, the literary and legal spirit of Bohemia, the Slavonic literature and Slavonian ideas; not among Slavonians in general, but only among the Southern Slavonians or Yugo-Slavs. It

is, then, the Southern Slavonians or Yugo-Slavs, who have the right to be called the Slavonian people, and the Northern Slavonians or Yugo-Slavs, who have the right to be called the Yugo-Slavs.

It is, then, the Southern Slavonians or Yugo-Slavs, who have the right to be called the Slavonian people, and the Northern Slavonians or Yugo-Slavs, who have the right to be called the Yugo-Slavs.

Illustrated London News.

SOHO-SQUARE.

HONGKONG MARKETS.

As Received by Cables on the 15th September, 1876.

COTTON GOODS.

American Sheetings, 18 lbs.

Cotton Yarn, No. 10 & 12, per 400 lbs.

Spotted Shirts, 32 d.

Dame's Dress, 32 d.

English Drills, 32 d.

Guy Shirts, 32 d.

Tweed, 32 d.

White Spotted Shirts, 32 d.

Turk Red Shirts, 32 d.

Velvet, Black, 32 d.

Velveteens, Black.

White Shirts, 32 d.

Brocades.

WOOLLEN GOODS.

Blankets, 1 lb.

Garnets, 5 lbs.

Gloves, 1 lb.

Hats, 1 lb.